
**Appendix A. Correspondence from
Michigan Department of Environmental Quality
and U.S. Fish & Wildlife Service**

MICHIGAN DEPARTMENT OF ENVIRONMENTAL QUALITY

INTEROFFICE COMMUNICATION

August 28, 2003

TO: Ms. Lori Noblet
Michigan Department of Transportation
Bureau of Transportation Planning
Environmental Section

FROM: Alex Sanchez
Michigan Department of Environmental Quality
Geological and Land Management Division
Transportation and Flood Hazard Mgt. Unit

SUBJECT: Proposed Wetland Mitigation Site
US-12 Improvement Project, Saline to Munger Road
Washtenaw County

This memorandum responds to your recent request for concurrence on a site selected for wetland creation for wetland impacts that will occur as a result of the US-12 improvement project in Washtenaw County. On November 18, 2002, I visited a parcel of land for the purpose of potential mitigation with the MDOT and SmithGroup JJR personnel. The subject property is located on the south side of Braun Road, T04S, R04E, Section 23, Bridgewater Township.

Based on the on-site evaluation and preliminary information received on file, the Michigan Department of Environmental Quality, Geological and Land Management Division will concur with the site selected for wetland mitigation. Final concurrence is predicated upon further coordination between all participating agencies, and review of additional environmental data expected to be received in the near future.

Should you have any questions, please feel free to contact me at 517-335-3473.



IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE

East Lansing Field Office (ES)
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823-6316

July 30, 2003

Ms. Margaret M. Barondess
Michigan Department of Transportation
Murray Von Wagoner Building
P.O. Box 30050
Lansing, Michigan 48909

RE: Threatened and Endangered Species Concurrence for the US-12 Improvement Study, Saline to Munger Road, Charter Township of Pittsfield, Washtenaw County, Michigan.

Dear Ms. Barondess:

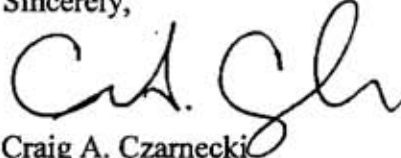
We are responding to your July 30, 2003 letter requesting consultation under section 7 of the Endangered Species Act of 1973, as amended (Act) for the Michigan Department of Transportation (MDOT) US-12 Improvement Study Project. This proposed action seeks to improve the referenced 7-mile section of US-12 to accommodate increased traffic flow. The proposed improvement will be implemented by increasing the road from a two-lane undivided roadway to a four to five-lane boulevard, primarily following the existing road route. Federal funds used in support of this project require the Federal Highways Administration (FHWA) to comply with the Act. Our concurrence is prepared under authority of the Act and provided to you as FHWA's designated representative.

Your evaluation of the proposed action identified the federally endangered Indiana bat (*Myotis sodalis*) as potentially occurring in the project area. You concluded that the proposed action may affect, but is not likely to adversely affect the Indiana bat. Your analysis of the potential effects of the proposed action on this species is discussed below.

A habitat evaluation performed by Dr. Allen Kurta in October, 2001 determined that the action area contained a woodlot with highly suitable Indiana bat habitat. Bat surveys performed in June, 2002 found no Indiana bats in the woodlot area. However, other species of tree roosting bats were documented, reinforcing the suitability of the woodlot as potential Indiana bat habitat. Based on this information, MDOT committed to the following conservation measures to minimize potential impacts to Indiana bats that may use the woodlot: 1) reduce the width of US-12 adjacent to the woodlot to minimize habitat loss, 2) restrict tree cutting in the woodlot to a period from November 1 to April 1 to avoid the Indiana bat summer roosting period, and 3) restrict tree cutting in the woodlot to the US-12 right-of-way. Based on this information, we concur with your determination that the proposed action may affect, but is not likely to adversely affect the Indiana bat.

We appreciate the opportunity to consult with MDOT, on behalf of the FHWA, in regards to conservation of threatened and endangered species in Michigan. This letter concludes the consultation process pursuant to section 7 of the Act for this project. If elements or conditions of the proposed action change, including the discovery of additional federally listed species or the discovery of species in locations previously not identified, you should reinitiate consultation with this office to assure compliance with the Act. If you have any further questions, please call Jessica Gourley (517-351-5467) or Jack Dingledine (517-351-6320) of this office.

Sincerely,

A handwritten signature in black ink, appearing to read 'C.A. Czarnecki', written over the printed name.

Craig A. Czarnecki
Field Supervisor

cc: UWFWS, Regional Office, Fort Snelling, MN (Attn: Lyn MacLean)
MDNR, Wildlife Division, Lansing, MI (Attn: Lori Sargent)
FHWA, Lansing, MI (Attn.: Jim Kirschensteiner)

g: admin/archives/july03/mdotus12concurrence.jlg

Appendix B. Conceptual Stage Relocation Plan

**Michigan Department of Transportation
Real Estate Division
Conceptual Stage Relocation Plan on Preferred Alternative
Control Section 81031, Project Number 30090
US-12 Improvement Study
University Region
January 23, 2003**

General Area and Project Information

The proposed US-12 Project will widen existing US-12 from the Saline City Limits to Munger Road, in Pittsfield Township, Washtenaw County. The project will make the road safer for motorists and increase travel efficiency and roadway capacity.

The general area of the proposed project includes a mixture of agricultural, residential, commercial, and industrial land uses, with a significant amount of vacant land.

The preferred alternative is a combination 5-lane urban arterial and a 4-lane boulevard with a 130 foot to 200 foot right-of-way.

Displacements:

Preferred Alternative:	9 residential home owners
	2 businesses

Displacement Effects and Analysis:

This project will be purchased in segments, allowing for the efficient and complete relocation of all eligible displaced residents and businesses, providing an adequate period of time for the relocation process to take place. Completing the project in phases or segments will allow for a more gradual relocation of all eligible residents and businesses. This will ensure that there will be replacement properties available on the open market throughout the relocation process.

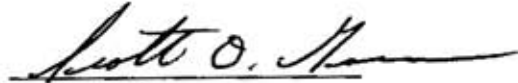
Residential: The project may cause the displacement of nine residential units. A study of the housing market in the project area indicates a sufficient number of replacement homes and rentals will be available throughout the relocation process. It is anticipated that the local residential real estate market will have the capacity to absorb the residential displacements impacted by this project.

Business: The project could cause the displacement of two businesses. A review of the local commercial real estate market indicates that there are a sufficient number of replacement sites available to relocate eligible displaced businesses. Displacement of these businesses is not expected to have a major economic or otherwise generally disruptive effect on the community impacted by this project.

Assurances:

The acquiring agency will offer assistance to all eligible residents, businesses, farms and nonprofit organizations impacted by the project, including persons requiring special services and assistance. The agency's relocation program will provide such services in accordance with Act 31, Michigan P.A. 1970; Act 227, Michigan P.A. 1972; Act 87, Michigan P.A. 1980, as amended, and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended. The acquiring agency's relocation program is realistic and will provide for the orderly, timely and efficient relocation of all eligible displaced persons in compliance with state and federal guidelines.

Prepared by:



Scott D. Goeman
Property Analyst - University Region

Date 1-23-03

Reviewed by:



James Simon
Property Manager - University Region

Date 1-23-03

**Appendix C. Farmland Conversion Impact
Rating Form (AD 1006)**

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date of Land Evaluation Request		01/27/03	11
Name of Project US-12 Improvement Study		Federal Agency Involved Federal Highway Administration			
Proposed Land Use Corridor Improvements		County and State Washtenaw County, Michigan			
PART II (To be completed by SCS)		Date Request Received by SCS		01/27/03	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	4,181
				Average Farm Size	167
Major Crop(s) C, Sb, Wht	Farmable Land in Govt. Jurisdiction Acres	%	Amount of Farmland As Defined in FPPA Acres 163,000 (35%)		
Name of Land Evaluation System Used LESA	Name of Local Site Assessment System None	Date Land Evaluation Returned by SCS 03/04/03			

PART III (To be completed by Federal Agency)	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	46	57		
B. Total Acres To Be Converted Indirectly	0	0		
C. Total Acres In Site	46	57		

PART IV (To be completed by SCS) Land Evaluation Information	Alternative Site Rating			
A. Total Acres Prime And Unique Farmland	83.5	9.9		
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.005%	.006%		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	49%	49%		

PART V (To be completed by SCS) Land Evaluation Criterion	Alternative Site Rating			
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	83.3	82.3		

PART VI (To be completed by Federal Agency)	Maximum Points				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use	15	5	5		
2. Perimeter In Nonurban Use	10	2	2		
3. Percent Of Site Being Farmed	20	16	16		
4. Protection Provided By State And Local Government	20	0	0		
5. Distance From Urban Builtup Area	15	0	0		
6. Distance To Urban Support Services	15	0	0		
7. Size Of Present Farm Unit Compared To Average	10	3	3		
8. Creation Of Nonfarmable Farmland	10	0	0		
9. Availability Of Farm Support Services	5	5	5		
10. On-farm Investments	20	2	2		
11. Effect Of Conversion On Farm Support Services	10	1	1		
12. Compatibility With Existing Agricultural Use	10	1	5		
TOTAL SITE ASSESSMENT POINTS	160	35	39		

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	83.3	82.3		
Total Site Assessment (From Part VI above or a local site assessment)	160	35	39		
TOTAL POINTS (Total of above 2 lines)	260	118.3	121.3		

Site Selected:	Date of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
Reason For Selection:		

**Appendix D. Cultural Resources/
Section 4(f) Coordination**



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GLORIA J. JEFF
DIRECTOR

August 28, 2003

Ms. Martha MacFarlane-Faes
Environmental Review Coordinator
State Historic Preservation Office
Michigan Historical Center
702 W. Kalamazoo Street
Lansing, MI 48909-8240

Dear Martha:

ER-900140

**Request for Concurrence on the Determination of Effects on
Reconstruction of US-12 Pittsfield Township, Washtenaw County**

The Preferred Alternative for the above referenced project is Practical Alternative 1 with minor modifications as developed by the Michigan Department of Transportation (MDOT) in response to comments and discussion by Pittsfield Township. This modification was requested to minimize impacts to existing single family dwellings located adjacent to the existing MDOT US-12 right-of-way (ROW) and to straighten a curve that is considered by local officials and residents to be dangerous.

The Preferred Alternative generally retains the existing US-12 alignment, with a slight northerly shift just east of Campbell Road (the rationale is addressed above), and uses a combination of five-lane urban arterial and four-lane urban boulevard cross-sections. The five-lane Urban Arterial would be 60 feet wide with a two foot, eight inch curb on each side. Shoulders increase the cross-section by 10 feet on each side and, with or without shoulders, an additional 10 feet on each side would be graded for clear zone. The typical ROW would be about 150 feet. For the four-lane Urban Boulevard, we would use a median of between 60 to 84 feet (we are working to adjust this to a minimum width where possible, but we still need to accommodate turning requirements for trucks). On each side of the median would be an eight foot shoulder with curb and gutter. Lanes would be 12 feet (or 24 feet of paving on each side of the median), with 10 to 12 feet paved.

Although the overall project corridor was determined to be ineligible for listing on the National Register of Historic Places (NRHP), several individually eligible resources were identified. Following are cultural resources preciously determined NRHP eligible by your office and the impacts anticipated by the Preferred Alternative.

All properties within the project area recognized by the State Historic Preservation Office (SHPO) as national register eligible or previously listed on the register that face adverse impacts will be recorded prior to the commencement of construction activities. Recordation will follow SHPO guidelines. All historic resources in the project area will be photographed prior to the commencement of construction activities to document existing conditions and once again at the end of construction.

Rentschler Farmstead: the Preferred Alternative, which for this segment will consist of a five-lane Urban Arterial cross-section (with ten foot shoulders), will move the roadway south approximately 15 feet from the existing. There will be no adverse effects, with a potential benefit of providing increased safety for resource users by providing an increased distance between the roadway and facility. There will be no increase in noise levels, however, it is unlikely there will be an appreciable decrease in noise levels. No mitigation will be required.

Brown-McCoy House: it is the opinion of MDOT, with anticipated SHPO concurrence, that no impacts are anticipated by the Preferred Alternative, here a five-lane Urban Arterial cross-section (with ten foot shoulders).

Morton-Hertler House: a five-lane Urban Arterial cross-section (with ten foot shoulders) is the Preferred Alternative for this segment and would adversely impact this resource by requiring demolition or relocation. The outbuildings for this former farmstead have been demolished as part of the development of the new school complex and campus. The NRHP eligible house was scheduled for demolition once its function as a construction office had been completed, but was subsequently offered to the Saline Area Historical Society (SAHS) for relocation. However, at the time of this writing it appears the SAHS has not been able to secure a suitable site. Although no time table has been established, the house may still be demolished, as a training burn by the Pittsfield Township Fire Department.

Valentine School: The school building will be adversely impacted by the Preferred Alternative, which in this segment will be a four-lane Urban Boulevard cross-section, and will require demolition or relocation. The Pittsfield Township Historical Society has expressed a strong interest in acquiring the resource, and it appears that the owner would be willing to at least discuss cooperation with this strategy.

Harwood Farmstead: The house is considered eligible for listing on the NRHP for its associations with the Underground Railroad. The Preferred Alternative, which is a modified Alternative 1, and comprises of a five-lane Urban Arterial cross-section in this segment, will require demolition or relocation of the resource. Other buildings on the property have been determined ineligible for listing on the NRHP. The original Alternative 1 would take a 15 foot swath of frontage from the resource, impacting the landscaping.

Ms. Martha MacFarlane-Facs

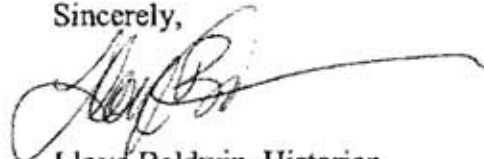
Page 3

August 28, 2003

Boss-Schmidt: the house is NRHP eligible; however other buildings on the site are not. The Preferred Alternative, a five-lane Urban Arterial cross-section (without shoulders), will impact existing vegetation on the north side of the road. Vegetation on the south side will also be impacted, but this vegetation is not contextually related to this resource and will not require mitigation, but may be addressed as an aesthetic opportunity to be included in the construction schedule.

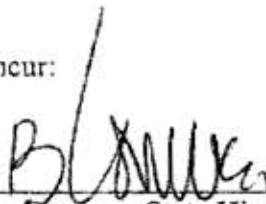
MDOT respectfully requests concurrence with the above determination of effects to historic above-ground resources within the project corridor. Thank you in advance for your efforts. I can be reached at 241-2702 and by email at baldwinll@michigan.gov.

Sincerely,



Lloyd Baldwin, Historian
Project Planning Division

I concur:



Brian Conway, State Historic Preservation Office

Date:

9/4/03

DRAFT
MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION
AND THE MICHIGAN DEPARTMENT OF TRANSPORTATION OFFICE
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 CFR PART 800.5 (E) (4)
REGARDING IMPROVEMENTS TO US-12
EAST OF SALINE CITY LIMITS TO MUNGER ROAD
IN PITTSFIELD TOWNSHIP, WASHTENAW COUNTY, MICHIGAN

WHEREAS, the Federal Highway Administration (FHWA) of the U.S. Department of Transportation has determined that the reconstruction of US-12 between the east city limits of Saline to Munger Road in Washtenaw County, Michigan will have an effect upon the National Register of Historic Places (NRHP)-eligible properties including the Morton-Hertler house at 7500 Michigan Avenue, the Valentine school at 7172 Michigan Avenue, the Harwood house at 6356 Michigan Avenue, and the Boss-Schmidt house at 5138 Michigan Avenue and has consulted with the Michigan State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S. C. 470f); and

WHEREAS, The Michigan Department of Transportation (MDOT) participated in the consultation and has been invited to concur in this Memorandum of Agreement;

NOW, THEREFORE, FHWA and SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

Stipulations

The Federal Highway Administration will ensure that the following measures are carried out at the time of or prior to construction, unless otherwise stipulated:

1. Boss-Schmidt House at 5138 Michigan Avenue

MDOT will offer two replacement trees and/or shrubs for every tree and/or shrub lost as a result of the project. Placement shall be outside MDOT Right-of-Way.

2. Harwood House at 6356 Michigan Avenue

MDOT will cooperate with and coordinate efforts to move the Harwood house. [MDOT will provide funds to the property owner for exterior restoration. Restoration will meet Secretary of Interior Standards and in consultation with MDOT and the SHPO.] MDOT will landscape the relocated house to match the historical landscape plan. Prior to any work, a Phase I archaeological survey of the Harwood property will be conducted. Phase II and Phase III archaeological surveys will be performed as necessary and in

consultation with the SHPO and the Office of the State Archaeologist. Any sites that may be discovered are important for the information they may yield and not for preservation in place. See also stipulation six.

3. Valentine School at 7172 Michigan Avenue

MDOT will cooperate with and coordinate efforts to relocate the Valentine school. This will include applying the cost of demolition and debris removal to the cost of relocating the resource to the selected new location. See also stipulation six.

4. Morton-Hertler House at 7500 Michigan Avenue

MDOT will cooperate with and coordinate efforts to relocate the Morton-Hertler house. This will include applying the cost of demolition and debris removal towards the cost of moving the house to a selected new location. Costs beyond this will be borne by the owner of the building. It is noted here that this mitigation requirement is cancelled should the Saline Area Schools proceed with plans to demolish this resource. See also stipulation six.

5. MDOT will cooperate with and coordinate the production of an educational pamphlet describing the US-12/Chicago Road history, with emphasis on the project area and the NRHP eligible resources within.

6. Prior to the initiation of any demolition, or construction activity, including selling or moving any NRHP listed or eligible resource in the project area, MDOT will, in consultation with the SHPO, document the affected NRHP resources.

Execution of the Memorandum of Agreement by the FHWA and the Michigan SHPO, its subsequent acceptance by the Advisory Council on Historic Preservation (ACHP), and implementation of its terms, evidence that the FHWA has afforded the ACHP an opportunity to comment on the construction of the US-12 Reconstruction Project in Washtenaw County and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on historic properties.

Federal Highway Administration

By: _____ Date: _____
Division Administrator

Michigan State Historic Preservation Officer

By: _____ Date: _____
Brian D. Conway

Concur

Michigan Department of Transportation

By: _____ Date: _____
Susan P. Mortel

ACCEPTED for the Advisory Council on Historic Preservation:

By: _____ Date: _____
Executive Director



STATE OF MICHIGAN

JENNIFER GRANHOLM
GOVERNOR

DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

March 4, 2003

LLOYD BALDWIN
MICHIGAN DEPARTMENT OF TRANSPORTATION
425 WEST OTTAWA
PO BOX 30050
LANSING MI 48909

RE: ER-900140 Valentine School National Register Eligibility Study, US-12 Reconstruction,
Saline to Munger Road, Pittsfield Township, Washtenaw County (FHWA)

Dear Mr. Baldwin:

We have reviewed the Valentine School National Register Eligibility Study produced by April Beisaw of Phase Archaeology. We concur with the report's assessment that the structure appears to be eligible for listing in the National Register of Historic Places (NRHP) under criterion C because of its architecture.

The report also states that the Valentine school may hold archaeological information and therefore may be eligible under Criterion D as well. It indicated that other one-room school sites have produced archaeological data, and the Valentine school site is relatively undisturbed and may contain intact archaeological deposits.

We agree that there may be archaeological potential at the Valentine school site, but as the study also points out, there has been no archaeological testing at the site. Consequently, for the purpose of meeting the criteria for listing in the NRHP, not only is there is no evidence concerning the integrity of archaeological deposits at the site, there is no evidence, as yet, that archaeological deposits are present at the site. Until it has been archaeologically demonstrated that the site has the potential to yield information about history or prehistory, it cannot be considered eligible under Criterion D.

The State Historic Preservation Office (SHPO) is not the office of record for this **undertaking**. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.

If you have any questions, please contact Brian Grennell, Environmental Review Specialist, at (517) 335-2721 or by email at ER@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,


Martha MacFarlane Faes
Environmental Review Coordinator

for Brian D. Conway
State Historic Preservation Officer

MMF:ROC:DLA: bgg



NNIFER M. GRANHOLM
XXXXXXXXXXXX
JOHN ENGLEN
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GLORIA J. JEFF
XXXXXXXXXXXX
DIRECTOR

February 18, 2003



Ms. Martha MacFarlane-Faes
State Historic Preservation Office
Department of History, Arts and Libraries
717 W. Allegan Street
P.O. Box 30740
Lansing, MI 48909-8240

Dear Martha:

ER-900140
US-12 from Saline East City Limits to Munger Road
Preferred Alternative Design Revision
(Morgan Road/US-12 Intersection), Washtenaw County

A design revision for the subject project has slightly exceeded the original study APE for archaeological resources since the SHPO's last review of the cultural resource study and subsequent determination letter dated November 1, 1993, (copy enclosed). The Morgan Road/US-12 intersection has been redesigned, as indicated in the enclosed plan. A large portion of this area of redesign (i.e., a strip 150 feet wide) was previously surveyed along the US-12 corridor with no eligible properties being located within the Area of Potential Effect.

The Michigan Department of Transportation has consulted with Dr. Dean Anderson of the Office of the State Archaeologist in review of this design revision for potential impacts to archaeological resources, and the determination of the need for additional archaeological investigations. Based upon the revised scope of work and its location; the previous negative cultural resources results within the APE; and, the observable lack of a propitious convergence of topographic, natural, and/or cultural conditions, it was mutually determined that no further archaeological study is required, and that there is no change to the original "no effect" determination for archaeological resources.

Ms. Martha MacFarlane-Faes

Page 2

February 18, 2003

Therefore, we request concurrence with continuing the no effect determination for this undertaking, including the Morgan Road/US-12 intersection design revision, for archaeological resources, as previously agreed through appropriate consultation with your office. Should you have any questions, I can be contacted at 517-335-2637.

Sincerely,



David L. Ruggles, Ph.D., RPA
Senior Staff Archaeologist

Enc.

CONCURRENCE:



Brian D. Conway
State Historic Preservation Officer



STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

JOHN ENGLER
GOVERNOR

November 20, 2002

LLOYD BALDWIN
MICHIGAN DEPARTMENT OF TRANSPORTATION
425 WEST OTTAWA
PO BOX 30050
LANSING MI 48909

RE: ER-900140 Evaluation of Above-Ground Cultural Resources; Reconstruction of US-12
Pittsfield Township, Washtenaw County, Michigan (FHWA)

Dear Mr. Baldwin:

We have reviewed the August 2002 report entitled *Evaluation of Above-Ground Cultural Resources; Reconstruction of US-12 Pittsfield Township, Washtenaw County, Michigan*, prepared by Commonwealth Cultural Resources Group, Inc. (CCRG), and we have the following comments:

Rentschler Farmstead, 7640 Michigan Avenue - We concur with CCRG's evaluation that the entire four-acre farmstead appears national register-eligible under Criterion A for reflecting agriculture in the area in the early twentieth century. We view the entire farmstead, not just the house, as eligible under Criterion C for its well-preserved early twentieth-century examples of a number of agricultural property types.

Morton-Hertler Farmstead, 7500 Michigan Avenue - We concur with CCRG's evaluation that the Greek Revival/bracketed upright and wing house appears national register-eligible under Criterion C. The rest of the farm building complex, because it has lost too much of its integrity, does not appear eligible.

Brown-McCoy Farmstead, 7443 Michigan Avenue - We concur with CCRG's recommendation that the house appears national register-eligible under criterion C as a well-preserved brick Italianate house. No supporting evidence has been found to link this house, as has been claimed, with the Underground Railroad. The remaining buildings on the property do not appear eligible.

Valentine Schoolhouse, 7172 Michigan Avenue - We have given this property more thought in the light of the comments from the Saline Area Historical Society. We initially considered this building as a typical nineteenth-century one-room school building that had been altered several times. However, we note the apparent early date of construction - 1857 - and the comments from the Historical Society that the school is the oldest in Pittsfield Township. We also note that the building predates the first material on schoolhouse design issued by the State Superintendent of Public Instruction in 1859. We request that some additional research be performed in an attempt to determine whether this is really one of the oldest schoolhouses in Pittsfield Township and Washtenaw County. We would also like to see a more detailed discussion of the two sheds on the property and how they relate to the building's use as a school. We suggest contacting Marnie Paulus of the Washtenaw County Historic District Commission to ascertain what information they may have. She can be reached at 734/994-8284 or by e-mail at paulusm@co.washtenaw.mi.us. This office also maintains the data from the Washtenaw County Rural Survey done in the early 1980's by Eastern Michigan University, which may be of assistance.

Hertler House, 7125 Michigan Avenue - This property has lost all of its buildings except the house, and we concur with CCRG's evaluation that the house does not appear to meet the national register criteria.

Harwood Farmstead, 6356 Michigan Avenue - The available evidence supports this house's first owner/occupant, William W. Harwood as being a conductor on the Underground Railroad. Since few homes of

persons involved in this nationally important episode in our pre-Civil War history are known to have survived in Michigan, the Harwood House assumes, in our view, a significance that makes it eligible for the national register under criterion A and B despite the alterations it has undergone. The house's immediate grounds, particularly the front yard with its numerous trees, appear to contribute to the property's historic character in that these trees seem to form a continuation of the yard's "wooded" character in the nineteenth century as shown in the illustration reproduced in the report. Other buildings on the property appear to date from a more recent era than William Harwood's lifetime, and appear to possess no particular significance in terms of the national register criteria.

Hoy-Roberts Farmstead, 5896 Michigan Avenue - All of the buildings have been demolished.

Aray House, 5843 Michigan Avenue - The only potential significance associated with this property is the possibility that the house was the home of known Underground Railroad conductor Asher Aray. While the property did belong to Aray, there is nothing to suggest that the current house on the property dates back before the late nineteenth century, well after Asher Aray's death in 1871. This property does not appear to meet the national register criteria.

Boss-Schmidt House, 5138 Michigan Avenue - This property contains a large and elaborately detailed Italianate house built between 1871 and 1881 for Randall Boss. We concur with CCRG's evaluation that the house meets National Register Criterion C, while a barn on the property lacks integrity and other buildings are less than fifty years old.

US-12 Corridor within the project area - No segment of the project corridor within the project area appears to retain sufficient integrity to be eligible for the national register.

Please note that in the last few months, we have received correspondences for this project from several different sources. To avoid any confusion and prevent delays in our response time, we will consider you to be our primary contact at MDOT for this project and will direct all future correspondence to you.

The State Historic Preservation Office (SHPO) is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.

If you have any questions, please contact Brian Grennell, Environmental Review Specialist, at (517) 335-2721 or by email at ER@michigan.gov. Please reference our project number in all communication with this office regarding this undertaking. Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,



Brian D. Conway
State Historic Preservation Officer

BDC:JRH:ROC:bgg

copy: Kelby Wallace, MDOT
James Robertson, CCRG, Inc.



Bureau of History, State Historic Preservation Office
Michigan Library and Historical Center
717 West Allegan Street
Lansing, Michigan 48918-1800

November 1, 1993

MARGARET M BARONDESS
STAFF ARCHAEOLOGIST
PROJECT SERVICES SECTION
TRANSPORTATION PLANNING SERVICES DIVISION
MICHIGAN DEPARTMENT OF TRANSPORTATION
PO BOX 30050
LANSING MI 48909

RE: ER-900140 US-12 from Saline east city limits to Munger Road, Washtenaw
County (MDOT)

Dear Ms. Barondess:

We have applied the National Register of Historic Places criteria to the properties identified in the cultural resource investigations for this project. It is our opinion that the following properties appear to be eligible for inclusion in the national register:

Rentschler Farmstead, 7640 Michigan Avenue. This farmstead is notable for its large and diverse collection of early twentieth-century farm buildings and well-preserved farmhouse of similar date of construction.

Papes/Hertler House, 7500 Michigan Avenue. The house is a well preserved example of the gabled-ell house form with a combination of Greek Revival and Italianate detailing, and apparently dates from before 1856.

Davenport House/McCoy Memorial Music Studio, 7443 Michigan Avenue. The house is notable as a substantial brick Italianate building. Reportedly the house was a stop on the Underground Railroad.

Brookens-Hertler Farmstead, 7125 Michigan Avenue. This farmstead is notable for its diverse collection of late nineteenth-century cow and sheep barns, and its large early twentieth-century colonial farmhouse.

Gabled-ell house, 5138 Michigan Avenue. The house is a well-preserved example of the gabled-ell form with bracketed Late Victorian trim.

John Hoy House, 5896 Michigan Avenue. Currently clad in synthetic siding, this house reportedly dates from the mid-1830s.



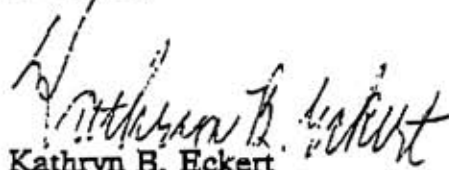
The following properties do not appear to meet the criteria for inclusion in the national register:

Harwood Farmstead, 6356 Michigan Avenue.

Graham Farmstead, 6725 Warner Road.

It appears as though the project will not effect archaeological resources included in, or eligible for inclusion in, the national register. If you have any questions, please contact the Environmental Review Coordinator at (517) 335-2721. Thank you for this opportunity to review and comment.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kathryn B. Eckert', is written over the typed name.

Kathryn B. Eckert
State Historic Preservation Officer

KBE:ROC:DLA:em

Section 4(f) Coordination

James R. Walter
Township Supervisor

Verna Phillips-Lowe
Deputy Supervisor

Pittsfield Charter Township
6201 W. Michigan Ave. • Ann Arbor, Michigan 48108
Telephone: (734) 822-3136 • Fax: (734) 944-6103

Office Of The Supervisor



Ms. Ann M. Lawrie
Bureau of Transportation Planning
Michigan Department of Transportation
425 W. Ottawa Street
P.O. BOX 30050
Lansing, Michigan 48909

Dear Ms. Lawrie:

I, James R. Walter Supervisor of Pittsfield Charter Township with the concurrence of the Township Board, support the efforts of MDOT to reconstruct US-12 according to the alignment in the preferred alternative presented on August 20, 2003.

I have spoken with staff from your department regarding the proposed construction of this portion of US-12 in Pittsfield Charter Township, Washtenaw County. The proposed work will involve the minor use of The Pittsfield Preserve, which has been determined to qualify as Section 4(f) Land. As Pittsfield Supervisor, I agree this project will have no significant impact to the resource, and the amount and location of the land to be purchased by you does not impair the use of the remaining Section 4(f) land for its intended purpose.

We understand and agree that as a result of this project, that the proposed work will not result in any temporary or permanent adverse change to the current activities, features, or attributes which are important to the purposes or functions that qualify The Pittsfield Preserve, for protection under Section 4(f), and that it will include only a minor amount of The Pittsfield Preserve land. We have reviewed and agree to the assessment of the impacts of the proposed project as well as the proposed mitigation for this project on The Pittsfield Preserve.

I appreciate the coordination efforts made on behalf of your department. If I can be of further assistance, please feel free to contact me at:

James R. Walter, Supervisor
Pittsfield Charter Township
6201 W. Michigan Ave.
Ann Arbor, MI 48108
(734) 822-3136.

Sincerely,

James R. Walter, Aug 28, 2003
James R. Walter, Supervisor
Pittsfield Charter Township



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

JENNIFER M. GRANHOLM
GOVERNOR

GLORIA J. JEFF
DIRECTOR

August 18, 2003

Mr. James Walter
Township Supervisor
Pittsfield Township
6201 W. Michigan Avenue
Ann Arbor, MI 48108

Dear Mr. Walter:

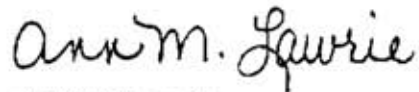
I am writing in regards to the proposed improvements of US-12, in Washtenaw County (Job Number 30090). The proposed work includes upgrading US-12 to accommodate existing and future traffic needs. In order to complete the proposed project, the Michigan Department of Transportation will need to obtain right-of-way from the Pittsfield Preserve. At this time the amount of right-of-way needed varies. The MDOT is estimating the need for approximately 60' of right-of-way on the western parcel of the Pittsfield Preserve and approximately 125' on the eastern parcel. The proposed work will not affect the use or activities of the Pittsfield Preserve.

Under federal law, public parks are considered important resources protected by Section 4(f) of the Department of Transportation Act. Section 4(f) requires that MDOT demonstrate that there is no prudent or feasible alternative to using property from these sites, and that all possible planning to minimize harm has been undertaken. Documentation for Section 4(f) is extensive, unless the official having jurisdiction over the resources agrees in writing with the assessment of the impacts and the proposed mitigation for the Section 4(f) lands. Our assessment of the impacts shows them to be minimal to the environment, and the work would not affect the use or activities of the recreational resource. Proposed mitigation measures include providing a vegetated earthen berm along the Pittsfield Preserve. MDOT also proposes replacing any trees removed from the western portion of the Pittsfield Preserve.

Federal guidelines require written documentation from you agreeing to the proposed work. I have enclosed a sample letter that we request from officials who have jurisdiction over property that is subject to the provisions of Section 4(f) of the Department of Transportation Act. The information contained in this sample letter has been excerpted from Federal guidelines pertaining to Section 4(f)'s and is required.

I appreciate your cooperation in this manner. If there are any questions about Section 4(f) or this letter, please call me at (517) 241-3954. If you have any questions regarding the US-12 improvement study, please contact Matt Webb at (517) 750-0405.

Sincerely,


A handwritten signature in cursive script that reads "Ann M. Lawrie".

Ann M. Lawrie
Resource Analyst
Environmental Section
Bureau of Transportation Planning

cc: Matt Webb, Project Manager
Lori Noblet, Environmental Section

	Name	Size Acres	Facilities	Programmed Activities
3.	Lillie Park	124	Recently expanded in 2000 and currently under development with assistance from MNRTF grant. Includes: 2.5 miles of nature trails, boardwalks, two fishing docks, picnicking, observation areas, pavilions, parking lot, restrooms, concession building, soccer fields, playground structures, benches, wildlife observation, 2 lakes, a bog, woodland areas, and exploration.	Fishing, cross-country skiing, soccer, flag football, special events, and interpretive walks.
4.	Firehall Park, Pittsfield Township Hall & Public Safety	10	Currently undeveloped	
5.	P.G. Palmer Park	39	16 acres of woodland, Button Bush swamp. Currently undeveloped.	
6.	Central Area Rural Preserve	535	<p>Recently purchased in April 2002. The site is currently undeveloped but offers a host of natural features including a heron rookery, wetlands, woodlands, and farmland. Open space is available to accommodate recreation and other community facilities.</p> <p>The Township may consider allowing a small portion of land along the existing Michigan Avenue (U.S. 12) right-of-way to be used as part of the U.S. 12 corridor improvement. The Township will work with MDOT to ensure that the chosen alignment does not intrude on recreation areas and best meets other Township objectives.</p>	
City of Saline Facilities in Township				
7.	Saline Recreation Complex and Tefft Park	58	Indoor recreation center, 4 softball fields, 1 soccer/football field, 4 tennis courts, picnic and general play areas, trail, parking, restrooms, 2 indoor swimming pools, 2 indoor basketball courts, aerobics room, and fitness equipment.	Pittsfield Township has signed an agreement with the City of Saline to operate co-sponsored programs at the complex. Currently, there are no co-sponsored programs operating.
City of Saline Parks			(Located at S.W. border of Township)	

**Appendix E. Michigan Department of
Transportation Commission Policy:
Noise Abatement (dated July 31, 2003)**

MDOT 3903 (3/98)		Page	1	OF	2
	COMMISSION POLICY	IDENTIFIER		EFFECTIVE DATE	
		10136		July 31, 2003	
		SUPERCEDES DATED		July 19, 2002	
RESPONSIBLE ORGANIZATION: Executive Bureau					
SUBJECT: Noise Abatement					


Federal environmental regulation 23 CFR 772 defines two types of projects. Type I is "a proposed federal or federal-aid highway project for the construction of a highway on new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes" (23 CFR 772.5[h]). If noise impacts are identified, noise abatement measures must be considered and implemented where reasonable and feasible. The Michigan Department of Transportation (MDOT) follows all Federal laws, regulations, and guidelines for Type I noise abatement.

Type II, or voluntary, abatement is a proposed federal or federal-aid highway project for noise abatement on an existing highway.

This policy addresses Type II noise abatement to limit the intrusion of highway noise into adjacent residential areas to reasonably achievable levels consistent with the U.S. Department of Transportation's Code of Federal Regulations (CFR), and taking into consideration MDOT's life-cycle cost analysis and safety requirements, as well as other technical and financial implications. To achieve this objective the Michigan State Transportation Commission (Commission) supports the following four approaches to alleviate traffic noise impacts:

1. **Reduction of Noise at the Source.** Reduction of traffic noise by design or treatment of the road surface is the most cost-effective noise control available to MDOT. Within the group of noise abatements that are reasonable and feasible under 23 CFR 772, and after MDOT's life-cycle cost analysis has selected a pavement type and other technical and financial constraints, MDOT will use the quietest surface texture available when repaving/reconstructing a freeway in residential areas.
2. **Noise Abatement.** MDOT will attempt to locate, design, construct and operate state highways to minimize the intrusion of traffic noise into adjacent areas. When noise impacts occur, they may be attenuated by the most reasonable and prudent means.

MDOT will construct Type II sound walls only in years when MDOT's Road and Bridge Program, excluding maintenance, exceeds \$1.0 billion, adjusted to the Consumer Price Index (CPI) using 2002 as the base year. MDOT will not spend more than one half of one percent of the budget on sound walls. MDOT will give priority to those communities where the freeway was constructed through an existing neighborhood and where 80 percent or more of the existing residential units were there prior to the construction of the freeway. Communities must make application to MDOT and provide a local match of 10 percent of the cost of the sound wall.

MDOT 3903 (3/98)		Page	2	OF	2
 MDOT Michigan Department of Transportation	COMMISSION POLICY	IDENTIFIER		EFFECTIVE DATE	
		10136		July 31, 2003	
		SUPERCEDES DATED		July 19, 2002	
RESPONSIBLE ORGANIZATION: Executive Bureau					
SUBJECT: Noise Abatement					

3. ***Encouraging Compatible Adjacent Land Use.*** Cities and counties have the power to control development by adoption of land-use plans and zoning, and by subdivision, building or housing regulations. The Commission encourages those who plan and develop land, and local governments controlling development or planning land use near known freeway locations, to exercise their powers and responsibility to minimize the effect of highway vehicle noise through appropriate land-use control. Where such land-use regulations are not in place, cities, townships and counties will not be eligible for MDOT noise mitigation assistance.

4. ***Noise Abatement by Others.*** The Commission encourages developers and local governments to coordinate their efforts to mitigate highway noise. This effort must be done without encroachment of MDOT's property right-of-way unless it is determined to be necessary, and authority granted to permit others to construct a sound barrier in the state's right-of-way. The barrier's design must meet MDOT's geometric, structural, safety and maintenance standards. MDOT shall assume no review authority or responsibility of any kind for the structural integrity or the effectiveness of a sound barrier constructed by others.

MDOT will monitor noise mitigation best practices in other states and provide an activity report to the Commission annually.

The Department shall develop instructions for the implementation of this policy.
 Adopted by the Michigan State Transportation Commission on July 31, 2003.

MICHIGAN DEPARTMENT OF TRANSPORTATION'S
Procedures and Rules for Implementation
of
State Transportation Commission Policy 10136
Noise Abatement

The following contains the procedures and rules for implementation of the Michigan Department of Transportation (MDOT) Commission Policy 10136, dated July 19, 2002. These rules are based on the Federal Highway Administration's (FHWA) *Highway Traffic Noise Analysis and Abatement Policy and Guidance* document of June 1995.

Definitions

Application

The request for Type II noise abatement.

Benefiting Dwelling Unit

A dwelling unit receiving 5 dBA Leq noise reduction or more.

Date of Public Knowledge

The date that the freeway construction project's final environmental analysis and documentation (i.e., Categorical Exclusion [CE], Finding of No Significant Impact [FONSI], or Record of Decision [ROD]) was approved by FHWA.

dBA

An A-weighted sound level on the logarithmic scale.

Dwelling Unit

Any room or set of rooms used as a living space by one or more persons. Public use areas such as parks, schools, libraries, and churches shall be counted as 10 dwelling units for each occurrence when they are within or adjacent to residential dwelling unit boundaries.

Feasible

This term refers to engineering considerations, such as can a noise barrier be built given the topography of the location; can a substantial noise reduction be achieved given certain access, drainage, safety, or maintenance requirements; are other noise sources present in the area? While every reasonable effort should be made to obtain a substantial noise reduction, a noise abatement measure is not feasible if it cannot achieve at least a 5 dBA noise reduction.

Leq

The ambient or steady state sound level. An averaging technique is used to produce an equivalent continuous sound level, Leq. For example, if a one hour sound measurement were taken and all the higher levels that occurred were used to fill in all the lower levels so the sound level would be the same for the whole hour, the result would be an equivalent sound level for one hour or Leq 1 h.

Noise Abatement Criteria (NAC)

See Appendix A.

Noise Impact

Where noise levels are one dBA below or greater than the federal noise abatement criteria, as shown in Appendix A, or are expected to increase 10 dBA above existing noise levels for existing conditions, as measured with a sound level meter.

Planned Development

A planned, designed, and programmed development where a building permit has been issued.

Reasonable

A noise mitigation project will be considered reasonable if the comparative construction cost will be \$34,200 or less (in 2003 dollars) per benefiting dwelling unit. Additionally, the local jurisdiction(s) must have entered into the required agreements with MDOT regarding maintenance, land use policy, and funding participation. A majority of the affected residents must be in favor of abatement.

If during final design, the project cost becomes not reasonable (construction costs exceed the total benefited amount of \$34,200 per unit), the local jurisdiction(s) will be asked if they wish to increase their financial participation in the noise abatement project to cover the excess cost per dwelling unit (the amount over \$34,200 per unit), or have noise abatement dropped from further consideration.

Substantial Noise Reduction

A ten dBA Leq sound level reduction for at least one receptor.

Type I Projects

A Type I project is a proposed federal-aid project for the construction of a highway on a new location or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes. State highway agencies are then required by federal regulations to perform a noise analysis and mitigate noise impacts where feasible and reasonable.

Type II Projects

A Type II project is a federal-aid project for noise abatement along existing highways at residential locations that were in existence prior to 1976. The following conditions must exist:

- Eighty percent of the dwelling units within 500 feet of a limited access highway preceded the highway or the last pre-1976 major capacity improvement.
- Zoning and building regulations are in place to preclude future noise abatement needs.
- The majority of the residents are in favor of noise abatement.

If noise abatement measures were previously determined to be unreasonable or unfeasible as part of a Type I project, the application will not be considered (see Appendix B). Participation by MDOT is subject to State Transportation Commission Policy 10136, dated July 19, 2002.

Type I Projects Procedures and Rules

1. For a proposed highway project, a traffic noise analysis will be performed to determine if noise abatement is feasible and reasonable for developed land, undeveloped lands at planned development locations, and for local community land use planning.
2. Public meetings will be advertised in local news media and held in local facilities during the route location and planning stages of a roadway or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes, for the purpose of discussing the present and future environmental, social and economic impacts.
3. Comments on noise concerns will be solicited at public meetings from local residents, and officials of the jurisdiction(s) affected by the project. MDOT will use this information to draft the final environmental document. Once the final environmental document (i.e. CE, FONSI, or ROD) is approved by the FHWA, it is distributed to the local officials affected by the project to notify them of location approval. The FHWA approval date is the date of public knowledge.
4. If during final design the noise mitigation project is determined to be not reasonable, the local jurisdiction(s) will be asked if they wish to increase their financial participation in the noise abatement portion of the project to cover the cost per residence by the amount greater than \$34,200 as set forth in this document, or have noise abatement dropped from further consideration.
5. Noise abatement will only be provided when feasible and reasonable for residential land use locations, public land use (parks), and non-profit institutional facilities such as hospitals, libraries, schools, and churches. (Public use facilities will be equated to ten dwelling units each.)
6. All sites will be considered. However, it is generally known that commercial and industrial sites prefer that there be no interference with the view to their establishments. Therefore, when commercial and residential sites expected to convert to a commercial or industrial land use (e.g., some of the residential units have converted to commercial/industrial, or the area has been rezoned commercial) are found to be reasonable and feasible, they will be asked if they want noise abatement. If they do not want it, it will not be provided.
7. Where negative noise impacts are expected to occur, noise abatement will be considered and will be implemented if found feasible and reasonable for existing developments, and future developments were approved before the date of public knowledge. After the date

of public knowledge, MDOT will not be responsible for providing noise abatement for new developments. The provision of noise abatement for new developments becomes the responsibility of local governments and private developers.

8. All noise abatement will follow MDOT design standards.
9. MDOT will maintain the structural integrity of the noise abatement structure and will be responsible for the aesthetic condition of the structure on the freeway side only. The exception being that when the structure is on the residential side of a service road, MDOT will maintain the structural integrity for five years, but will not be responsible for either side of structure's aesthetic condition, including the surrounding grounds.
10. Local authorities must agree, through agreements, resolutions, or ordinances, to provide:
 - A share of the state and local funding based on population (per State of Michigan Act 51).
 - Aesthetic maintenance on the residential side of the structure, or on both sides when the structure is on the residential side of a service road.
 - Structural maintenance after five years when the structure is on the residential side of a service road.

Explanation of bullets two and three: These statements have been included because there is no right of way access to these walls for maintenance purposes.

Failure to meet all of the above requirements will make the noise abatement project unreasonable.

11. Where an extreme noise impact is identified (80 dBA Leq or greater), special consideration may be warranted. These sites will be considered on an individual basis.
12. The type of noise abatement feature must provide the benefiting dwellings with a reduction of 5 dBA Leq.

Type II Project Procedures and Rules

1. Applications (see Appendix B) for Type II noise abatement projects will be considered by MDOT for each fiscal year when the road and bridge program exceeds \$1 billion, excluding routine maintenance. Applications must be renewed annually.
2. MDOT will analyze the area to determine the number of dwelling units impacted per guidelines defined in this document and estimate the cost of noise abatement. MDOT will furnish results of all noise analyses to local authorities.
3. A prioritized eligibility list will be developed using the following formula to rank sites for consideration.

$\frac{\text{dBA above the NAC (see Appendix A)} \times \text{number of impacted dwelling units}}{\text{Total Cost} / \$100,000}$

4. MDOT will develop noise abatement projects for the highest priority locations from the above annual list, within available funding limitations.
5. All noise abatement will follow MDOT design standards. Noise abatement will be provided along the shoulder only where a roadside barrier would otherwise be present.
6. MDOT will maintain the structural integrity of the noise abatement structure and will be responsible for the aesthetic condition of the structure on the freeway side only. The exception being that when the structure is on the residential side of a service road, MDOT will maintain the structural integrity for five years, but will not be responsible for either side of the structure's aesthetic condition.
7. If the project meets MDOT policy criteria, based on total project cost estimates, then local authorities, through agreements, resolutions, and/or ordinances, must agree to provide:
 - Ten percent of the cost of the noise abatement at the time of construction.
 - Aesthetic maintenance on the residential side of the structure or both sides when structure is on the residential side of a service road.
 - Structural maintenance after five years when the structure is on the residential side of a service road.
 - Have compatible land use zoning and/or building regulations in place precluding future noise abatement needs.

Failure to meet all of the above requirements will make the noise abatement project unreasonable.

Appendix A

Noise Abatement Criteria (NAC) ¹ Hourly A-Weighted Sound Level - decibels (dBA)*			
Activity Category	Leq(h)	L10(h)	Description of Activity Category
A	57 (Exterior)	60 (Exterior)	Lands of which serenity and quiet are of extraordinary significance, serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
* Either L10 (h) or Leq(h), but not both, may be used on a project.			

Copied from FHWA publication *Highway Traffic Noise Analysis and Abatement Policy and Guidance* by the U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch, Washington, D.C., June 1995.

Appendix B

Application for Type II Noise Mitigation

Name of governmental authority making application:	
Freeway adjacent to area for which application is being made:	
Limits of area of application:	
Side of Freeways: (N S E W Both)	
Beginning Point: (Crossroads, etc.)	
Ending Point:	

Number of dwelling units in area of application within 500 feet of the freeway:

Number of above dwelling units built before the freeway:

I certify all of the above information is correct.

Signature and Title of local official

Date

Print name and Title of local official

Date

Attach copies of local funding resolution, and zoning and building regulations precluding future needs for noise abatement along highways and mail to:

MDOT-Construction and Technology Support Area
Attention: Environmental Noise Group
P.O. Box 30049
8885 Ricks Road
Lansing, Michigan 48909

**Appendix F. Project Contamination Survey –
Summary of Recognized Environmental Concerns**

Table 1
Locations with Potential Environmental Concerns
US-12 Corridor

Stop No.	Location and Description	Findings	Rationale for Phase II ESA Recommendation
8	South side of US-12 east of Moon/State Rd. – Management Resources, Inc., office building and Sunoco gas station	Sunoco station and “B” box (for water utility)	Potential releases during site operations
46	North side of US-12 in wooded area approximately 700 ft west of Platt Road at dumping site	Evidence of tires, drums, dirt mounds, possible dumping area	Potential for hazardous substances to have been released from materials on ground surface.
32	North side of US-12 at Platt Rd. – Shankle Motor Sales, barn, single-family residences, and Burger King	Used car sales on northeast corner	Potential for releases from vehicles parking on site over an extended period of time.
16	South side of US-12 at Platt Rd. – wooded area where a gas station may have previously existed.	Building foundations on south-east and southwest corners, uncontrolled dumping to east of southeast corner, MichCon marker	Unknown nature of the former structures
29	North side of US-12 at Route 23 southbound exit ramp – Marathon gas station, restaurant, BP gas station, and Tra-Mar construction	Marathon station	Inherent risks associated with USTs and fueling operations.
18	South side of US-12 east of exit ramp from Route 23	Apparent former service station	Former use of the facility as an apparent full-service gasoline station (possible underground storage tanks).
19	South side of US-12 at Carpenter Rd. – Clark and Marathon gas stations	Clark and Marathon service stations	Report of a past release at the Marathon station.
20	South side of US-12 at Crane Rd. – Village of Hickory Homes development and wooded area	Evidence of possible dumping site	Potential for hazardous substances to have been released from materials on ground surface.
21	South side of US-12 across from Hunt Club Dr. – electrical substation with single-family residences and vacant lots to the east	Electrical sub-station and landscaper with possible dumping	Inherent potential of contamination associated with such operations.
23	North side of US-12 at Clover Lane Dr. – single-family residences and wooded area	Shell station east of intersection, northeast corner heavily vegetated	Inherent risks associated with USTs and fueling operations.
47	North side of US-12 in wooded area on northeast corner of Clover Lane and US-12 intersection	Evidence of uncontrolled dumping	Potential for hazardous substances to have been released from material on ground surface.

Source: Draft US-12 Improvement Study, Project Contamination Survey, October 2002.

Note: Stop numbers are listed from the western study limit to the eastern study limit. Also, shaded stop numbers are areas where contamination is considered highly probable. For the other areas, past or current operations may be associated with a hazardous substance release.

Appendix G. Agency Coordination



IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE

East Lansing Field Office (ES)
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823-6316

November 27, 2001

Michael D. Mitchell
Smith Group JJR Incorporated
110 Miller Avenue
Ann Arbor, Michigan 48104

Re: Proposed Improvements to US-12, Pittsfield Township, Washtenaw County,
Michigan

Dear Mr. Mitchell:

Thank you for your October 9, 2001 request for early coordination comments on the referenced project. We understand that the Michigan Department of Transportation (MDOT) proposes to improve US-12 from Saline to Munger Road. Smith Group/JJR will prepare an Environmental Impact Statement for the action. These comments are prepared under the authority of the Fish and Wildlife Coordination Act and are consistent with section 7 of the Endangered Species Act (Act) of 1973, as amended.

Endangered Species Act Comments

Indiana Bat

Information in our files indicates that the endangered Indiana bat (*Myotis sodalis*) may occur in the project area. Section 7 of the Act requires Federal agencies, or their designees, to consider impacts to federally listed threatened and endangered species for all federally funded, constructed, permitted, or licensed projects. We recommend you make arrangements for a qualified biologist experienced in surveying for summer roosting habitat conduct surveys to determine if suitable Indiana bat habitat occurs within the proposed action area. You should provide this office with a report of survey findings for our review, in advance of project construction or site alteration.

Please see Enclosure A for a discussion of the responsibilities of Federal agencies under the Act and the conditions that require preparation of a biological assessment by the lead Federal agency or their designee. We have provided some pertinent information concerning the distribution, life history, and habitat requirements of the Indiana bat (enclosure). This information may be helpful in preparing a biological assessment for this project, if one is required.

If a biological assessment concludes that federally listed species may be affected (adversely or beneficially) by the proposed action, you should initiate section 7 consultation with our office. If the biological assessment concludes that federally listed species are not likely to be adversely affected as a result of the proposed action, you need to seek concurrence with

your determination from this office. If, however, the biological assessment concludes that a species is likely to be adversely affected as a result of the proposed action, you should initiate formal consultation with our office.

Since endangered species data changes continuously, we recommend you contact this office for an updated species list if more than six months passes prior to issuance of a permit for the proposed activities. In addition, if the project requires modification or new information becomes available that indicates the presence of listed species or species proposed for listing, you should consult with this Service office.

Massasauga Rattlesnake

Our records indicate that the candidate eastern massasauga rattlesnake (*Sistrurus catenatus catenatus*) may occur in the proposed action area. While the Act does not extend protection to candidate species, we encourage their consideration in environmental planning. Avoidance of unnecessary impacts to candidate species will reduce the likelihood that they will require the protection of the Act in the future.

The massasauga rattlesnake prefers habitat with open canopy and a sedge or grass ground cover. Sphagnum is also often a significant component of the substrate. Massasauga habitat is typically associated with shallow wetland systems. Appropriate management for massasauga involves maintaining prairie, bog, woodland and peat ecosystems in a near natural state. We recommend you work closely with Michigan Department of Natural Resources (MDNR) biologists experienced with massasauga biology.

The MDNR also protects the Indiana bat and the massasauga rattle snake through Part 365, Endangered Species Protection, of the Natural Resources and Environmental Protection Act, 1994, PA 451. Please contact Pat Lederle of the MDNR at (517)373-1263 with questions concerning the protection of threatened and endangered species under state law. The state law requires permits in advance of any work that could potentially damage, destroy, or displace state-listed species.

We are ready to discuss the proposed action and assist you in analyzing potential effects of the action on the Indiana bat and the massasauga rattle snake. Section 7(d) of the Act underscores the requirement that the Federal agency, or their designee shall, not make any irreversible or irretrievable commitment of resources during the consultation period which in effect would deny the formulation or implementation of reasonable alternatives regarding their actions on any endangered or threatened species. Therefore, in order to comply with the Act, we advise you not to finalize any construction plans until you assure protection of the Indiana bat and conclude any requisite section 7 consultation with this office. If, however, you determine the referenced project will not affect Indiana bats, we request that you notify us of your determination and provide copies of any pertinent documentation for our records.

Fish and Wildlife Coordination Act Comments

The proposed work may require a Michigan Department of Environmental Quality permit for which this office would have review responsibilities. In the review of these permit applications, we may concur (with or without

stipulations) or object to permit issuance depending upon whether specific construction practices may impact public trust fish and wildlife resources of concern.

We appreciate the opportunity to provide these comments. Please refer any questions directly to Mark Hodgkins of this office at (517) 351-6289 or the above address.

Sincerely,

A handwritten signature in black ink, appearing to read "C.A. Czarnecki". The signature is fluid and cursive, with the first and last names being more prominent than the middle initial.

Craig A. Czarnecki
Field Supervisor

Enclosures

cc: Michigan Dept. of Natural Resources, Wildlife Div. (Attn: Pat Lederle)
Michigan Department of Environmental Quality, Land & Water Management
Division, Lansing, MI (Attn: Jerry Fulcher)
Michigan Department of Transportation, Environmental Section, Lansing,
MI (Attn: Ron Kinney)

G:\ADMINISTRATION\ARCHIVES\nov01\us-12 list request.MEH.WPD

Indiana Bat Life History

Summering Indiana bats roost in trees in riparian, bottomland, and upland forests. Roost trees generally have exfoliating bark which allows the bat to roost between the bark and bole of the tree. Cavities and crevices in trees are also used for roosting. A variety of tree species are known to be used for roosts. Structure (i.e. crevices or exfoliating bark) is probably more important than the species of tree in determining if a tree is a suitable roost site.

Male bats disperse throughout the range and roost individually or in small groups. In contrast, reproductive females form larger groups, referred to as maternity colonies. Female Indiana bats exhibit strong site fidelity to summer roosting and foraging areas, that is, they return to the same summer range annually to bear their young. Traditional summer sites are essential to the reproductive success of local populations.

Indiana bat maternity sites generally consist of one or more primary maternity roost trees which are used repeatedly by large numbers of bats, and varying numbers of alternate roosts, which may be used less frequently and by smaller numbers of bats (Kurta et al. 1993). Bats move among roosts within a season and when a particular roost becomes unavailable from one year to the next. It is not known how many alternate roosts must be available to assure retention of a colony within a particular area, but large, nearby forest tracts appear important (Callahan 1993). In addition to having exfoliating bark, roost trees must be of sufficient diameter. Trees in excess of 16 inch diameter at breast height (dbh) are considered optimal for maternity colony roost sites, but trees in excess of 9 inch dbh appear to provide suitable maternity roosting habitat (Romme et al. 1995). Male Indiana bat have been observed roosting in trees as small as 3 inch dbh.

Literature Citations

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JOHN ENGLER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF NATURAL RESOURCES
LANSING

K. L. COOL
DIRECTOR

September 3, 2002

Mr. Kelby Wallace, PE
Design Division
Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Re: US-12 Improvement Study, Pittsfield Township, Michigan

Dear Mr. Wallace:

The location of the proposed project was checked against known localities for rare species and unique natural features, which are recorded in a statewide database. This continuously updated database is a comprehensive source of information on Michigan's endangered, threatened and special concern species, exemplary natural communities and other unique natural features. Records in the database indicate that a qualified observer has documented the presence of special natural features at a site. The absence of records may mean that a site has not been surveyed. Records may not always be up-to-date. In some cases, the only way to obtain a definitive statement on the presence of rare species is to have a competent biologist perform a field survey.

Under Act 451 of 1994, the Natural Resources and Environmental Protection Act, Part 365, Endangered Species Protection, "a person shall not take, possess, transport, ...fish, plants, and wildlife indigenous to the state and determined to be endangered or threatened," unless first receiving an Endangered Species Permit from the Department of Natural Resources, Wildlife Division. *Responsibility to protect endangered and threatened species is not limited to the list below. Other species may be present that have not been recorded in the database.*

The presence of threatened or endangered species does not preclude activities or development, but may require alterations in the project plan. Special concern species are not protected under endangered species legislation, but recommendations regarding their protection may be provided. Protection of special concern species will help prevent them from declining to the point of being listed as threatened or endangered in the future.

The following is a summary of the results for the project in Washtenaw County, sections 13, 23, 24, 27, 28, 31, 32, T3S R6E; section 18, T3S R7E:

The projects should have no impact on the special natural features at the location(s) specified if it proceeds according to the plans provided. Please contact me for an evaluation if the project plans are changed.

Thank you for your advance coordination in addressing the protection of Michigan's natural resource heritage. If you have further questions or concerns, please contact Ms. Lori Sargent, Natural Heritage Specialist, at 517-373-1263.

Sincerely,

Rebecca A. Humphries, Chief
Wildlife Division
517-373-1263

RAH:lgs:vb

cc: Mr. Dave Dominic, DNR



STATE OF MICHIGAN

DEPARTMENT OF AGRICULTURE
LANSING

JOHN ENGLER
GOVERNOR

DAN WYANT
DIRECTOR

August 21, 2002

Kelby Wallace, Project Manager
MDOT, Design Division
425 West Ottawa Street
P.O. Box 30050
Lansing, Michigan 48909

Dear Mr. Wallace:

Thank you for the opportunity to comment on the US-12 Improvement Study from the eastern Saline City Limits to Munger Road in Pittsfield Township, Washtenaw County.

This 7-mile segment of highway is generally a two-lane undivided roadway with serious traffic flow and safety problems. The purpose of the US-12 Improvement Study is to develop alternatives to address the current and future transportation needs for this segment of highway, especially as related to concerns of safety and congestion.

While this section of highway is in obvious need of improvement, we would favor alternatives that would minimize adverse impacts to agricultural lands. Potential adverse impacts we would be concerned about include:

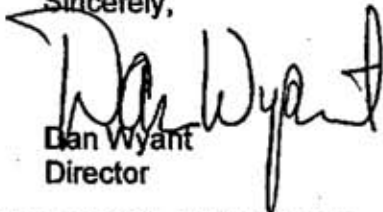
- Direct and indirect loss of productive agricultural lands, including lands designated as "prime" and "unique," and lands enrolled under the Farmland and Open Space Preservation Section of P.A. 451 of 1994, as amended (formerly known as P.A. 116 of 1974).
- Drainage impacts including reconstruction and/or relocation of established county and inter-county drains.

The existing agricultural land use along this rapidly urbanizing study corridor is under extreme pressure to convert to more intensive uses. Improvements to traffic flows in the area are likely to increase this pressure. In addition, the agriculture of the area is highly dependent upon surface water drainage systems for good crop production. Consequently, drainage channels and tile drainage systems are common and likely to be impacted by road reconstruction.

For further coordination regarding the Farmland and Open Space Preservation Program, inter-county drains, and other matters concerning this highway proposal, please contact Ron Spenski of our Environmental Stewardship Division at (517) 373-9799. For information regarding county drains, please contact the Washtenaw County Drain Commissioner, Ms. Janis Bobrin, at (734) 994-2525.

Again, thank you for the opportunity to comment.

Sincerely,


Dan Wyant
Director



Federal Emergency Management Agency

Region V

536 South Clark Street, 6th Floor
Chicago, IL 60605-1521

AUG 27 2002

Kelly Wallace
Project Manager, Design Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

RE: Environmental Impact Statement for US-12 Improvement Study Pittsfield Township, Michigan

Dear Mr. Wallace:

We have received a copy of the Information Booklet for the Environmental Impact Statement (EIS) for the reconstruction of US-12 Improvement Study. We wish to provide the following comments.

Project sponsors are responsible for identifying environmental impacts of the proposed action, and to mitigate any detrimental impacts and comply with all required development permits. When federal funds are involved, then compliance with Executive Order (E.O.) 11988, Floodplain Management, and agency regulations (Part 1500) on environmental quality and protection must be assured. E.O. 11988 directs federal agencies to avoid taking any "action" in floodplains unless there is no practicable alternative. A "Finding of No Practicable Alternative" made by the responsible Federal official must be part of the environmental review and must be a separate determination. If no practicable alternative exists, then an eight-step public review process must be implemented to consider mitigation strategies to minimize the impacts of development. It should be noted that the E.O. 11988 cannot be circumvented simply by documenting that there are no negative impacts, such as increased flooding or habitat loss, and that any supposed beneficial impacts outweigh negative ones. The Executive Order instructs federal agencies that fund, permit, plan, or construct to avoid the floodplain. Since the goal of the E.O. 11988 is to reduce future flood damages and loss of life by limiting floodplain development, the reconstruction of highways in the floodplain should be carefully considered.

As you noted on page 8 of your Information Booklet, encroachment on floodplains will be analyzed. The current and effective Flood Insurance Rate Map for the Township of Pittsfield is dated 5/15/1991. To obtain additional copies of this floodplain map, please call our map service center at 1-800-358-9616. I hope this information is helpful. Thank you for the opportunity to review and comment. If you have any questions, please call Maxine Kinikin at (312) 408-5220.

Sincerely,

Terry Reuss Fell, Chief
Hazard Identification and Risk Assessment Branch

Cc: NFIP State Coordinator
Regional Environmental Officer, FEMA

SEMCOG . . . Local Governments Advancing Southeast Michigan

Southeast Michigan Council of Governments • 535 Griswold Street, Suite 300 • Detroit, Michigan 48226-3602 • 313-961-4266 • Fax 313-961-4869
www.semco.org

August 27, 2002

Mr. Kelby Wallace, P.E.
Project Manager, Design Division
Michigan Department of Transportation
PO Box 30050
Lansing, MI 48909

Dear Mr. Wallace:

We are in receipt of your communication of July 26, 2002, asking SEMCOG to review the information packet and draft Purpose and Need Statement for the US-12 from Saline to Munger Road project. We have reviewed the documents and have the following comments.

I. Information Booklet

1. P. 4 Population and Employment Growth. The language states ".....SEMCOG projected an 86 percent increase in Township population between 1990 and 2010." SEMCOG's adopted 2030 forecast projects a 96 percent increase in population for Pittsfield Township between 2000 and 2025. A copy is enclosed. The proper reference for SEMCOG is the Southeast Michigan Council of Governments.
2. P. 7 Compatibility with Local/Regional Planning
The language should indicate that improving this corridor is consistent with the adopted 2025 Regional Transportation Plan for Southeast Michigan.
3. P. 9 Air Quality
The project will also need to be part of a conforming Regional Transportation Plan and a conforming Transportation Improvement Program.

II. Draft Purpose and Need

1. On page 3, the proper reference for SEMCOG is the Southeast Michigan Council of Governments.
2. On page 3, SEMCOG represents the seven counties that make up Southeast Michigan, including Washtenaw County.
3. WATS is not a sub-committee of SEMCOG, nor is it the MPO as appears to be indicated in the last paragraph on page 3.
4. On the bottom of page 4, the sentence should read, "WATS coordinates and prioritizes improvements at the county level which are to receivein implementing the adopted Regional Transportation Plan."

R. LaMer Frederick
Chairperson
Superior
Bedford Township

Maryann Mahaffey
First Vice Chairperson
Council President
City of Detroit

Mary Blackmon
Vice Chairperson
Member, Wayne County
Regional Education
Service Agency

Nancy Oringelley
Vice Chairperson
Commissioner
Oakland County

Irene Flynn
Vice Chairperson
Commissioner
Macomb County

Gregory Pitoudek
Vice Chairperson
Mayor
City of Taylor

Dante J. Laustella, Jr.
Immediate Past Chair
Commissioner
City of Birmingham

Paul E. Tilt
Executive Director
♻️ Recycled paper

Mr. Kelby Wallace
August 27, 2002
Page 2

III. General

1. There appeared to be no discussion of non-motorized travel in either document. Has this mode been considered?
2. It is not clear what alternatives are being carried forward and which have been dropped. Clarification of this issue would be helpful.

Thank you for the opportunity to review. If you have questions, please contact me, or Ms. Jennifer Evans, Coordinator, Transportation Programs.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carmine Palombo', with a large, stylized loop at the end.

Carmine Palombo, P.E.
Director
Transportation Programs

Appendix H. Literature Cited

Appendix H

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Appendix I. Figure 2.6 Preferred Alternative

US-12

IMPROVEMENT STUDY

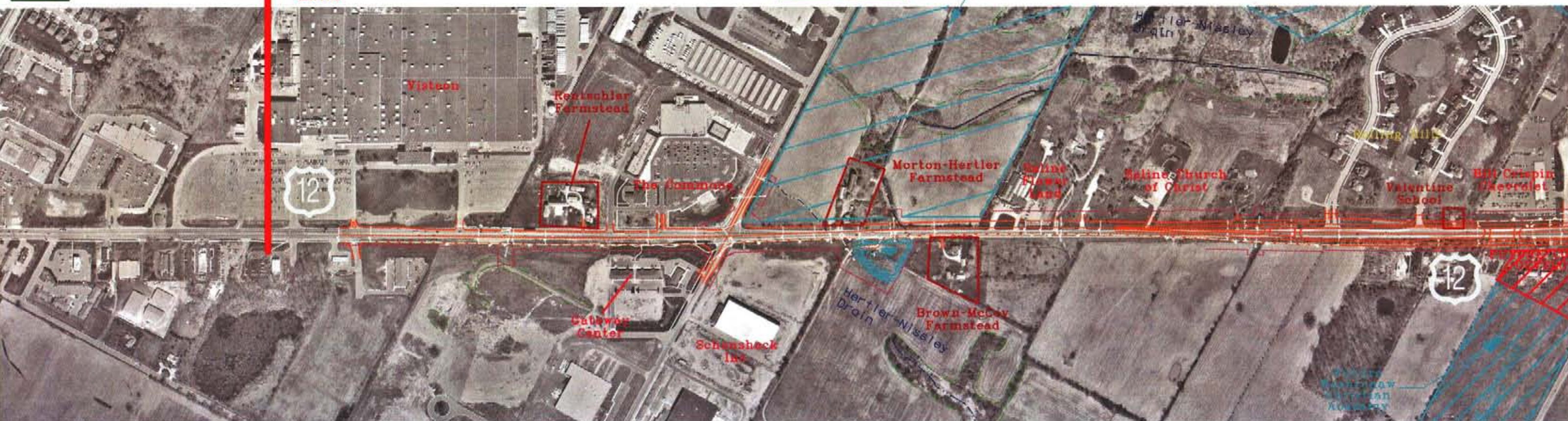


West
Project
Limit

MAPLE RD

INDUSTRIAL PARK DRIVE

Saline Area
School



INDUSTRIAL PARK DRIVE

BEMIS RD

LEGEND

- Wetland Boundaries
- Residential
- Commercial
- Historical Properties
- Institutional (Schools)
- Park/Rural Preserve
- Edge of Pavement
- Proposed Right of Way

SCALE 1" = 600'



**PARSONS
TRANSPORTATION GROUP**

(Sheet 1 of 4)
June 16, 2003

Appendix 2.6
PREFERRED ALTERNATIVE



US-12

IMPROVEMENT STUDY



SCALE 1" = 600'



**PARSONS
TRANSPORTATION GROUP**

LEGEND

- - Wetland Boundaries
- - Residential
- - Commercial
- - Historical Properties
- - Institutional (Schools)
- - Park/Rural Preserve
- - Edge of Pavement
- - Proposed Right of Way

(Sheet 2 of 4)
June 16, 2003

**Figure 2.6
PREFERRED ALTERNATIVE**



US-12

IMPROVEMENT STUDY



LEGEND

- Wetland Boundaries
- Residential
- Commercial
- Historical Properties
- Institutional (Schools)
- Park/Rural Preserve
- Edge of Pavement
- Proposed Right of Way



SCALE 1" = 600'



**PARSONS
TRANSPORTATION GROUP**



(Sheet 3 of 4)
June 16, 2003

Appendix 2.6
PREFERRED ALTERNATIVE



LEGEND

- - Wetland Boundaries
- - Residential
- - Commercial
- - Historical Properties
- - Institutional (Schools)
- - Park/Rural Preserve
- - Edge of Pavement
- - Proposed Right of Way



SCALE 1" = 600'